

# UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 7      35 Ed 2003      Change No. 20  
LAST NM 5/04**

Page 222—Paragraph 3993, line 9; read:  
Makai Test Range during testing phases.

## §334.1420 Pacific Ocean off Orote Point, Apra Harbor, Island of Guam, Marianas Islands; small arms firing range.

(a) *The danger zone.* The waters within an area delineated by a line joining the following positions:

Latitude	Longitude
13°26'03.9"	144°37'38.3"
13°25'26.0"	144°36'14.2"
13°24'51.2"	144°36'31.9"
13°25'28.7"	144°37'59.1"
13°25'43.2"	144°38'09.5"

(b) *The regulations.*

(1) The danger zone shall be closed to the public and shipping on specific dates to be designated for actual firing and no person, vessel or other craft shall enter or remain in the danger zone designated for firing except as may be authorized by the enforcing agency. Notification to maritime interests of specific dates of firing will be disseminated by the enforcing agency. On dates not specified for firing, the danger zone shall be open to normal maritime traffic.

(2) The regulations in this section shall be enforced by the Commanding Officer, U.S. Naval Station, Guam, Marianas Islands and such agencies as he may designate.

## §334.1430 Apra Inner Harbor, Island of Guam; restricted area.

(a) *The restricted area.* The waters within Apra Inner Harbor and adjacent waters of Apra Outer Harbor inclosed by a line beginning at the northeast corner of a pier at latitude 13°26'32.1"N., longitude 144°39'02.8"E., and thence to the northern tip of a small island at latitude 13°26'40.2"N., longitude 144°39'28.1"E., and thence to the northwest corner of the point of land at latitude 13°26'28.1"N., longitude 144°39'52.5"E.

(b) *The regulations.*

(1) All swimmers and all vessels and craft except public vessels of the United States are prohibited from entering this area without prior permission of the enforcing agency.

(2) The regulations in this section shall be enforced by Commander Naval Forces Marianas and such agencies as he may designate.

(3) The water areas of the outer boundaries of the restricted area will not be marked but signs will be posted at the designated boundary coordinates to warn against trespassing in the restricted area.

(33 CFR 334; NOS 81054)

7/04

Page 300—Paragraph 161, lines 1 to 3; read:

Two radio ...  
(CL 1676/03)

7/04

Page 468—Paragraph 81, line 5; read:

boats, both are 22 meters in length with white hulls and ...  
(CL 1627/03)

7/04

Page 468—Paragraph 81, line 9 to Paragraph 82, line 2; read:

communication can be made by calling "Puget Sound Pilots" on VHF-FM channel 13.

Pilotage should be arranged between 0800 and 1700 at least 24 hours in advance of inbound ETA through the vessel's agent, by direct ...  
(CL 1627/03)

7/04

Page 470—Paragraph 121, line 14; read:

(48°19'06"N., 122°50'38"W.), 97 feet above the water is ...  
(49/03 CG13; LL/03)

7/04

Page 472—Paragraph 163, line 1; read:

**Ediz Hook Light** (48°08'25"N., 123°24'08"W.), 60 feet ...  
(49/03 CG13; LL/03)

7/04

Page 475—Paragraph 199, line 1; read:

**Point Wilson Light** (48°08'39"N., 122°45'17"W.), ...  
(49/03 CG13; LL/03)

7/04

Page 479—Paragraph 247, line 6; read:

**Patos Island Light** (48°47'20"N., 122°58'17"W.), 52 feet ...  
(49/03 CG13; LL/03)

7/04

Page 507—Paragraph 31, line 1; read:

**Point Wilson Light** (48°08'39"N., 122°45'17"W.), 51 ...  
(49/03 CG13; LL/03)

7/04

Page 517—Paragraph 123, line 6; read:

(47°34'35"N., 122°25'14"W.), 39 feet above the water, is ...  
(49/03 CG13; LL/03)

7/04

Page 548—Paragraph 395, line 4; read:

land. **Robinson Point Light** (47°23'17"N. 122°22'28"W.), ...  
(49/03 CG13; LL/03)

7/04

Page 549—Paragraph 421, line 5; read:

**Browns Point Light** (47°18'22"N., 122°26'35"W.), 38 feet above the ...  
(49/03 CG13; LL/03)

7/04

**COAST PILOT 7      35 Ed 2003      Change No. 21**

Page 10—Paragraph 171, line 7; read:

operating 24 hours a day. (See internet website: <http://www.weather.gov/>) Marine services are also provided ...  
(Internet/04)

7/04

Page 315—Paragraphs 89 to 90; read:

#### **Local Regulations**

**Tank Vessel Escort Regulations** have been established by the State of California for San Francisco, San Pablo, and Suisun Bays. Tank vessel masters, owners, and operators are expected to be familiar, and in compliance, with Tank Vessel Escort Regulations. Failure to be in compliance may result in unsafe transits, transit delays, and fines. Excerpts from the regulations are below. The full text of the regulations can be found on the internet at [www.dfg.ca.gov/ospr/organizational/msb/regulations/regulations.htm](http://www.dfg.ca.gov/ospr/organizational/msb/regulations/regulations.htm), or may be obtained by calling the California Office of Spill Prevention and Response 24-hour Communications Center at 916-445-0045. Tank vessel masters should contact their agent or vessel manager/owner for additional information. The San Francisco Marine Exchange may also be able to provide mariners with additional information and can be contacted at 915-441-6600.

(CL 1598/03) 7/04

Page 315—Paragraph 97, lines 5 to 6; read:  
registered with the Clearing House.

(CL 1651/03) 7/04

Page 315—Paragraph 98, line 4; read:  
the tank vessel shall report to the Clearing House any ...

(CL 1651/03) 7/04

Page 315—Paragraph 98, lines 8 to 10; read:  
waters of the state. For purposes of ...

(CL 1651/03) 7/04

Page 316—Paragraphs 103 to 108; read:

(d) This subchapter (except for this Subsection 851.4(d)) shall not apply to tankers with double hulls, as that term is defined in 33 CFR 157.03, when the tanker also has the following:

(1) Fully redundant steering and propulsion systems to include:

(A) two independent propulsion systems each with a dedicated propeller, engine (or motor), electrical generation system, electrical system (including the switchboard), fuel system, lube oil system, and any other system required to provide the vessel with independent means of propulsion; and

(B) two independent rudders each with separate steering systems; and

(C) the propulsion and steering components, as described in Subsection (A) and (B) above, shall be arranged in separate spaces, such that a fire or flood in one space will not affect the equivalent system in the other spaces(s); and

(D) a bow thruster with an assigned power source;

(2) A Navigation System in compliance with the federal navigational equipment requirements set forth in 33 CFR Sections 164.35, 164.37, 164.38(b), 164.40, 164.41, 164.42, and 164.43.

(3) No exemption to this subchapter shall be allowed for a tanker requesting a U.S. Coast Guard Captain of the

Port letter of deviation, pursuant to 33 CFR Sections 164.51, 164.53, and 164.55.

(4) The Administrator may require tankers that are exempt from this subchapter under the conditions outlined in Subsection (d) to periodically demonstrate the tanker and crew's ability to maneuver in response to a partial or total loss of propulsion and/or steering at a level of safety at least equal to that of an escorted tanker.

(See **33 CFR 157**, chapter 2, for regulations for Tank Vessels Carrying Oil in Bulk and Maneuvering Performance Capability, and **33 CFR 164**, chapter 2 for Navigation Safety Regulations.)

(CL 1598/03; CL 1651/03) 7/04

#### **COAST PILOT 7      35 Ed 2003      Change No. 22**

Page 316—Paragraph 122, lines 3 to 6; read:

sufficient size and capability, as specified in sections 851.9 (for tankers) and 851.9.1 (for barges) (not carried in this Coast Pilot).

(CL 1651/03) 7/04

Page 317—Paragraph 136, line 2; read:

required in section 851.9 (for tankers) or 851.9.1 (for barges);

(CL 1651/03) 7/04

Page 317—Paragraph 149, lines 3 to 4; read:

notify the Clearing House that the plan has been reviewed, and shall inform the Clearing House of the ...

(CL 1651/03) 7/04

Page 317—Paragraph 152, line 2; read:

enumerated in subsection 851.5.1(a), as well as a schematic ...

(CL 1651/03) 7/04

Page 317—Paragraph 153, lines 7 to 9; read:

is no pilot on board, the master shall notify the Clearing House when the Checklist has been completed and shall inform the Clearing House of the tugs that have ...

(CL 1651/03) 7/04

Page 318—Paragraph 156, lines 2 to 4; read:

complete the checklist and electronically send the completed form to the master and the Clearing House:

(i) before the vessel's estimated time of arrival to the San Francisco Bay Pilotage area, or

(ii) before the vessel's arrival at the San Francisco Bay Precautionary Area, or

(iii) after the vessel's departure from its last Port of Call.

(CL 1598/03; CL 1651/03) 7/04

Page 318—Paragraph 158, line 2; read:

Checklist as cited in subsection 851.5.1(d) and ...

(CL 1651/03) 7/04

Page 318—Paragraph 158, lines 6 to 8; read:

notify the Clearing House that the planning process has been

completed, and shall inform the Clearing House of the tugs that have been chosen for the escort.  
(CL 1651/03) 7/04

Page 318—Paragraph 162, line 2; read:  
adequate, the pilot shall notify the Clearing House, ...  
(CL 1651/03) 7/04

Page 318—Paragraph 167, lines 3 to 6; read:  
is submitted to the Clearing House within 14 days after the transit covered by the Checklist. The master, pilot, ship's agent or vessel owner/operator may send the copy to the Clearing House. A copy of the Checklist ...  
(CL 1651/03) 7/04

Page 318—Paragraph 169, line 5; read:  
vessel's name and position to the Clearing House, ...  
(CL 1651/03) 7/04

Page 318—Paragraph 172, lines 4 to 5; read:  
tank vessel shall report the following to the Clearing House:  
(CL 1651/03) 7/04

Page 319—Paragraph 186, lines 3 to 4; read:  
the Clearing House upon arrival at the following locations:  
(CL 1651/03) 7/04

Page 319—Paragraph 192, lines 2 to 3; read:  
written casualty report with the Clearing House within 72 hours of occurrence. The Clearing House shall ...  
(CL 1651/03) 7/04

**COAST PILOT 7                      35 Ed 2003                      Change No. 23**  
Page 254—Paragraph 201, lines 1 to 2; read:

The **Marine Exchange** of Southern California records, classifies, and disseminates information ...  
(CL 1804/03) 7/04

Page 254—Paragraph 203, lines 8 to 9; read:  
recorded by the Marine Exchange of Southern California; please contact the Marine Exchange for more ...  
(CL 1804/03) 7/04

Page 255—Paragraph 205, lines 2 to 5; read:  
mandatory service and a federally mandated Vessel Movement Reporting System (VMRS), and is designed to enhance navigational safety in the main approaches to the ports of Los Angeles and Long Beach. Mandatory participation and monitoring of VHF-FM channel 14 is required by state and federal ...  
(CL 1804/03) 7/04

Page 255—Paragraph 211, line 7 to Paragraph 212, line 1; read:  
basins.

#### **Active User (VMRS)**

The following vessels are required to comply with ...  
(CL 1804/03) 7/04

Page 255—Paragraph 215, line 3 to Paragraph 216, line 1; read:  
power.

#### **Passive User (VTS)**

These vessels are required to monitor VHF-FM ...  
(CL 1804/03) 7/04

Page 255—Paragraph 219 to Paragraph 220, line 1; read:  
(c) Every dredge or floating plant.

#### **Non Participant**

Vessels that do not fall into the active or passive user categories such as fishing boats, yachts, and recreational ...  
(CL 1804/03) 7/04

Page 256—Paragraph 246, lines 2 to 6; read:  
the **VTS Users Manual** is available on board the vessel when operating within the VTS area. The manual is available at no charge from Executive Director, Marine Exchange of Southern California, P.O. Box 1949, San Pedro, CA 90733, phone ...  
(CL 1804/03) 7/04

Page 258—Paragraph 266, lines 11 to 13; read:  
as high-rise apartment buildings.  
(CL 1804/03) 7/04

Page 258—Paragraph 272, line 4; read:  
**through 165.13 and 165.1152**, chapter 2, for limits ...  
(CL 1804/03) 7/04

Page 259—Paragraph 282; strike out.  
(CL 1804/03) 7/04

Page 264—Paragraph 365, line 6; read:  
cargo; operated by Pacific Container Terminal. Two marked ...  
(CL 1804/03) 7/04

#### **COAST PILOT 7                      35 Ed 2003                      Change No. 24**

Page 242—Paragraph 14, lines 2 to 4; read:  
a fishing pier extending 400 yards to seaward.  
(CL 1753/03) 7/04

Page 244—Paragraph 54, line 10; read:  
pilots are made by telephone (dispatch 619-233-3096) or (office 619-233-3094), fax (619-233-3095), or by ...  
(CL 1753/03) 7/04

Page 245—Paragraph 57, line 1; read:  
Tugs to 3,500 hp are available from commercial operators ...  
(CL 1753/03) 7/04

Page 245—Paragraph 59, line 26; read:  
619-557-5370 during normal business hours and 619-557-  
5132, 24-hours a day.  
(CL 1753/03) 7/04

Page 245—Paragraph 62, line 10; read:  
619-686-6346 or fax 619-686-6354.  
(CL 1753/03) 7/04

Page 245—Paragraph 64, line 5; read:  
regulations.) A series of floating protection barriers,  
anchored by lighted buoys, surrounds the Naval facility  
within the security zone. **Security zones** are in effect around  
all cruise ships entering, leaving, and berthed at the Port of  
San Diego. (See **165.1 through 165.8, 165.30, 165.33, and**  
**165.1108**, chapter 2 for limits and regulations.)  
(CL 1110/03; NOS 18773;  
35/03 CG11; CL 1753/03) 7/04

Page 246—Paragraph 72, line 3; read:  
1,120 feet of berthing space; 31 feet alongside; ...  
(CL 1753/03) 7/04

Page 246—Paragraph 73, line 3; read:  
2,580 feet of berthing space; 34 to 35 feet alongside; ...  
(CL 1753/03) 7/04

Page 246—Paragraph 74, line 3; read:  
space; 41 feet alongside; deck height, 13 feet; one ...  
(CL 1753/03) 7/04

Page 246—Paragraph 76, line 4 to Paragraph 77; read:  
height, 13 feet; about 188 acres of paved open storage;  
receipt and shipment of general cargo and automobiles in  
foreign and domestic trade.  
**San Diego Unified Port District, National City Marine**  
**Terminal, Berths 24-3, 24-4, and 24-5:** concrete bulkhead;  
1,000 feet of berthing space and 35 to 37 feet alongside at  
Berths 24-3 and 24-4; 1,025 feet of berthing space and 42  
feet alongside at Berth 24-5; deck height, 13 feet; receipt and  
shipment of general cargo and automobiles in foreign and  
domestic trade.  
(CL 1753/03) 7/04

Page 274—Paragraph 527, line 7; read:  
from 0600 to 0200 daily.  
(CL 1752/03) 7/04

Page 396—Paragraph 134, lines 6 to 7; read:  
basculer bridge. In September 2003, the controlling depth  
was 16 feet (17 feet at midchannel) to the basin, thence 16  
feet ...  
(BP 181838) 7/04

Page 396—Paragraph 135, lines 3 to 6; read:  
across the slough from **Barview**. In September 2003, the  
controlling depth was 16 feet (17 feet at midchannel) from

the entrance to the basin, thence depths of 8 to 16 feet were  
available in the basin with lesser depths along the N edge.  
The basin is used by commercial ...  
(BP 181838) 7/04

Page 415—Paragraph 42, line 7; read:  
Notice to Mariners for controlling ...  
(CL 998/03) 7/04

Page 415—Paragraph 43, lines 20 to 21; read:  
Lewiston, Idaho. (See Notice to Mariners for controlling  
depths.) Additional information ...  
(CL 998/03) 7/04

**COAST PILOT 7                      35 Ed 2003                      Change No. 25**  
Page 261—Paragraph 309, line 7; read:  
POLARIS and VEGA, have yellow hulls and white cabins ...  
(DD 4723) 7/04

Page 261—Paragraph 309, line 23; read:  
with the ladder about 2 meters above the water, and a ...  
(DD 4723) 7/04

Page 374—Paragraph 145, line 1; read:  
**Cape Mendocino Light** (40°26'23"N., 124°24'22"W.), ...  
(48/03 CG11) 7/04